



SPECIAL EDITION
FISCAL YEAR 2000
ECONOMIC IMPACT
ANALYSIS



TRAVIS AIR FORCE BASE
CALIFORNIA



Brigadier General Thomas P. Kane
Commander, 60th Air Mobility Wing (AMC)



AMERICA'S FIRST CHOICE

TRAVIS TEAM

Travis Air Force Base entered the 21st century standing tall! All systems were “go” and we remained fully operational through Y2K. Our operational tempo is running at a high level and we continue to meet all of our commitments. The Air Mobility Command, 15th Air Force, 60th Air Mobility Wing and its partners, the 349th Air Mobility Wing (Reserve) and the 615th Air Mobility Operations Group, continue to be an important part of our nation’s “Global Reach.” Our missions included airlifting troops and equipment, refueling aircraft during military contingencies, and supporting humanitarian missions by airlifting supplies and equipment to areas affected by natural disasters. The “Travis Team” continues to support the Global Reach mission with great professionalism and dedication, everyday!

At this time, I would like to share with you the Travis Air Force Base “Economic Impact Analysis for Fiscal Year 2000.” The enclosed analysis covers force structure, personnel assets, capital assets, resources and expenditures, annual gross payrolls, construction contracts, estimated number of jobs created, and the dollar value of jobs created. Also included is the number of retirees residing in the region, and the approximate value of their economic impact in their communities. Further, it includes the number of retirees residing in the communities around Travis Air Force Base and the approximate value of their economic impact in our local communities. This edition also includes a demographic study that portrays where the personnel that work on Travis Air Force Base live. The base continues to have an enormous positive impact in Solano County and we enjoy being full partners in strengthening the local economy. We continue to be fully committed to the health and welfare of the men and women and their families who provide “Rapid Global Mobility” for our nation’s defense.

This year marks several special events: Solano County celebrates its 150th anniversary; Fairfield-Suisun Army Air Base was established 58 years ago in 1942; and this year marks the 50th anniversary of the base being renamed “Travis Air Force Base” in honor of Brig. Gen Robert F. Travis, who died in 1950, when the B-29 he was co-piloting crashed on takeoff. This year we celebrated the 25th anniversary of the Vietnam War and the 50th anniversary of the Korean War, honoring the veterans of all services that participated in these wars. The command continues to be focused on the “Travis Family” with many events held to recognize the accomplishments and sacrifices of the families as we continue to play a key role in America’s presence around the world. We continue to make improvements to our base infrastructure and quality of life continues to be our focus. The “Travis Team” continues to set the standard for Air Mobility Command and we are dedicated to maintaining and improving our status. We’re proud of our accomplishments and know that you share in that pride.

THOMAS P. KANE
Brigadier General, USAF
Commander, 60th Air Mobility Wing (AMC)

**FY2000 EIA
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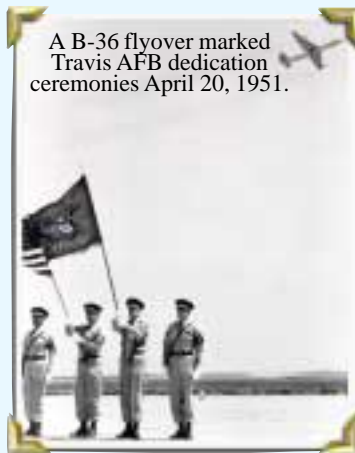


Members of the family: left to right are Mrs. Robert J. Travis and her husband Major General Travis (ret.), Mrs. Edmund A. White, Mrs. Robert F. Travis, Jayne Travis and Lt Col. William Travis.

50th Anniversary of the Naming of Travis Air Force Base



**Brigadier General Robert F. Travis
1904-1950**



A B-36 flyover marked Travis AFB dedication ceremonies April 20, 1951.

Brigadier General Robert F. Travis' untimely death in a tragic crash of a B-29 on August 5, 1950 cut short a brilliant military career that had begun with his graduation from West Point in June 1928. An accomplished military aviation engineer and command pilot, Travis saw action in World War II as commander of the 41st Combat Wing in England. He personally led his men in 35 combat missions over Nazi-occupied Europe. The decorations that he received included the Distinguished Flying Cross with three oak leaf clusters, the Air Medal with three clusters, the French Croix de Guerre with palm, the Legion d'Honneur, and the Purple Heart.

Scion of a prominent military family (his father was an Army general), Travis was born in Georgia in 1904. He assumed his first command at Hickam Field, Honolulu in June 1939 as commander of the 72nd Bombardment Squadron. He received his brigadier general's star in September 1944 after assuming command of the 41st Combat Wing in Europe. He was then reassigned to Hickam, this time as Commanding General, Pacific Air Command. His brilliant wartime bombing record and rapid rise in rank made him an obvious choice to supervise the Strategic Air Command's development of Fairfield-Suisun AFB in 1949. Attaining command of both SAC wings at the base granted him an additional distinction during his tenure there.

Brigadier General Travis' popularity and the effect of his death in such a terrible accident led local civilian leaders and base officials alike to propose renaming the base in his honor. Their proposal was favorably received in Washington and on October 20, 1950 Fairfield-Suisun AFB became Travis AFB. California Governor Earl Warren presided over the formal dedication ceremonies, which many dignitaries and members of the Travis family attended, on April 20, 1950.



Unveiling the portrait in honor of Brigadier General Travis.



Notables on the reviewing stand.



Officers and Airmen pass in review.

Photos depicting the aftermath
of the tragic crash of a B-29
on August 5, 1950
that claimed the life of
Brigadier General Robert F. Travis.



PART I

FOREWORD



Travis members participating in a multi-service Veteran's Day Memorial celebration.

FOREWORD

TRAVIS AIR FORCE BASE ECONOMIC IMPACT ANALYSIS FISCAL YEAR 2000

Travis AFB is situated on approximately 6,383 acres located north of Fairfield, California. The number of buildings on the base total 1,827 equating to approximately 9,532,064 square feet. Use of these buildings vary: Maintenance for aircraft and vehicles, Civil Engineering, Base Supply, Base Housing, Administration, Communications, David Grant Medical Center, etc.

More than 8,115 personnel live on Travis Air Force Base in the 2,403 military family housing units or one of 22 dormitories provided for members and their families.

Travis' workforce consists of 14,112 military members and civilian employees. There are approximately 7,136 Active Duty personnel stationed at Travis Air Force Base: 6,967 Air Force personnel; 105 Navy personnel; 61 Army personnel; and three Coast Guard personnel. There are also 3,551 Air Force Reserve personnel and 29 Army Reserve personnel stationed at Travis Air Force Base. Travis also employs approximately 3,326 civilian personnel. Civilian employees are divided into six major categories: General Schedule Civil Service employees, Wage Grade employees, Non-appropriated Fund employees, Commissary employees, contractor and private business personnel. Also assigned are four Royal Air Force members and one Royal Netherlands Air Force member.

Demographic Data

A demographic research study recently conducted provided information on where personnel working at Travis AFB maintain their residences. This information is delineated on pages 2 through 5. In addition, graphics concerning each grouping is contained in the annex. More specific data is available upon request.

Active Duty Personnel

As one would expect, the majority of active duty personnel live on base in government quarters. Of the approximately 7,136 active duty personnel, about one-half, 3,752 live on Travis. The breakdown of major groupings are listed below:

<u>Location</u>	<u>No. of Personnel</u>	<u>Percent</u>
TAFB	3752	52.6%
Vacaville	1502	21.0%
Fairfield	672	9.4%
Suisun	357	5.0%
Dixon	155	2.2%
Vallejo	34	0.5%
Davis	95	1.3%
Napa	20	0.3%
Benicia	19	0.3%
Rio Vista	9	0.1%
Other (Various)	521	7.3%

Air Force Reserve Personnel (AFRES)

Just under one third of the 3,551 reserve personnel live in close proximity to the base. The breakdown of major groupings is listed below:

<u>Location</u>	<u>No. of Personnel</u>	<u>Percent</u>
TAFB	54	1.5%
Vacaville	486	13.5%
Fairfield	224	6.2%
Suisun	139	3.9%
Dixon	73	2.0%
Vallejo	73	2.0%
Davis	33	0.9%
Napa	22	0.6%
Benicia	13	0.4%
Rio Vista	3	0.1%
Other (Various)	2485	68.9%

Appropriated Fund Personnel (AFP)

There are a total of 1,687 appropriated fund personnel living in the Travis economic impact region.

<u>Location</u>	<u>No. of Personnel</u>	<u>Percent</u>
TAFB	58	3.4%
Vacaville	508	30.1%
Fairfield	305	18.1%
Suisun	137	8.1%
Dixon	44	2.6%
Vallejo	82	4.9%
Davis	15	0.9%
Napa	28	1.7%
Benicia	10	0.6%
Rio Vista	2	0.1%
Other (Various)	498	29.5%

Non-Appropriated Fund Personnel (NAF)

There are a total of 462 non-appropriated fund personnel living in the Travis economic impact region.

<u>Location</u>	<u>No. of Personnel</u>	<u>Percent</u>
TAFB	144	31.2%
Vacaville	89	19.3%
Fairfield	158	34.2%
Suisun	36	7.8%
Dixon	12	2.6%
Vallejo	4	0.9%
Davis	0	0.0%
Napa	2	0.4%
Benicia	1	0.2%
Rio Vista	0	0.0%
Other (Various)	16	3.5%

Army-Air Force Exchange Service (AAFES)

There are a total of 580 AAFES employees residing in the TAFB economic impact region.

<u>Location</u>	<u>No. of Personnel</u>	<u>Percent</u>
TAFB	155	26.7%
Vacaville	134	23.1%
Fairfield	157	27.1%
Suisun	92	15.9%
Dixon	0	0.0%
Vallejo	8	1.4%
Davis	2	0.3%
Napa	2	0.3%
Benicia	0	0.0%
Rio Vista	0	0.0%
Other (Various)	30	5.2%

* * * * *

Military Retirees

*Approximately 59,173 military retirees and their families reside within a 50-mile radius of Travis Air Force Base and earn an approximate total of \$972.0 million in annual retirement annuities. These personnel spend about \$0.659 of each dollar earned, or approximately \$641.6 million, in their local economies.

Of the above number of military retirees, approximately 9,953 military retirees and their families reside in the Travis local area. They earn an approximate total of \$160.2 million in annual retirement annuities. These personnel spend about \$0.659 of each dollar earned, or approximately \$106.0 million, in their local economies.

Local City	No. of Retirees	Earned Annual Annuities	Adjustment Factor	Spent in Local Communities
Vacaville	2,520	\$45,312,000	0.659	\$29,860,608
Fairfield	2,874	\$45,708,000	0.659	\$30,121,572
Suisun	1,037	\$16,020,000	0.659	\$10,557,180
Dixon	220	\$3,948,000	0.659	\$2,601,732
Vallejo	2,094	\$26,772,000	0.659	\$17,642,748
Davis	229	\$5,232,000	0.659	\$3,447,888
Napa	628	\$10,824,000	0.659	\$7,133,016
Benicia	206	\$4,044,000	0.659	\$2,664,996
Rio Vista	55	\$972,000	0.659	\$640,548
Total	9,953	\$160,188,000		\$105,563,890

*Information on number of military retirees/earned annual annuities was obtained from Defense Manpower Data Center, East, Office of the Secretary of Defense, Pentagon, Arlington, VA. All information as of 30 September 2000.

Civilian Retirees (DoD & Non-DoD)

Demographic data on retired civilian employees was obtained from Defense Manpower Distribution Center, Seaside, CA. There are a total of 8,792 retired civilian employees residing in the Travis economic impact region.

<u>Location</u>	<u>No. of Personnel</u>	<u>Percent</u>
TAFB	7	0.1%
Vacaville	1248	14.2%
Fairfield	1447	16.5%
Suisun	447	5.1%
Dixon	106	1.2%
Vallejo	3253	37.0%
Davis	215	2.4%
Napa	1612	18.3%
Benicia	457	5.2%

Composite Summary of Personnel Employed at Travis AFB

The below listed data is a composite of personnel categories, as follows: Active Duty, Air Force Reserve, Appropriated Fund, Non-Appropriated Fund and Army-Air Force Exchange Service.

<u>Location</u>	<u>No. of Personnel</u>	<u>Percent</u>
TAFB	4163	30.9%
Vacaville	2719	20.2%
Fairfield	1516	11.3%
Suisun	761	5.7%
Dixon	284	2.1%
Vallejo	201	1.5%
Davis	145	1.1%
Napa	74	0.5%
Benicia	43	0.3%
Rio Vista	14	0.1%
Other	3550	26.4%
Total	13470	

* * * * *

METHODOLOGY

An installation's economic impact on the local community is calculated by use of a scientific cost model that breaks out identifiable off-base local area spending from gross expenditures. The local area, or Economic Impact Region (EIR), includes all counties encompassing a 50-mile radius from the center of Travis Air Force Base. All dollar figures are rounded off to the nearest dollar.

DEFINITIONS

Average Propensity to Consume (APC) is the portion of income spent within the EIR. It excludes the portion of payroll that is lost to taxes, savings, withholdings, and purchases made outside the EIR or on-base. These APC factors vary for military and civilian personnel. The APC estimates used in the EIA are based on a local survey of the base population's spending habits.

Economic Impact Region (EIR) is the geographic area affected by the local economic impact. It is limited to those counties that fall within a 50-mile radius of the base.

Secondary Jobs Created (SJC) is a statistical estimate of the number of jobs in the services, retail trade, and wholesale trade employment sectors that exist in the local area as a result of the base's presence. SJC is estimated using measures of worker productivity for the specific region.

Total Economic Impact (TEI) is the entire estimated effect of expenditures on the EIR.

ABBREVIATIONS

AAFES	Army/Air Force Exchange System (Base Exchange)
AFRES	Air Force Reserve
AMC	Air Mobility Command
BX	Base Exchange
DSN	Defense Switching Network
FMA	Financial Management Analysis
NAF	Non Appropriated Funds
NEI	Not Elsewhere Included
O&M	Operations and Maintenance
TDY	Temporary Duty
TWCF	Transportation Working Capital Funds

AVAILABILITY OF INFORMATION

This Economic Impact Analysis (EIA) provides key unclassified information about the resources and economic impact of Travis Air Force Base on the surrounding communities. This document is available to senior military officials, federal, state and local officials, as well as local business leaders and visitors to the base, upon request.

The information contained in this analysis is current as of 30 September 2000. The following personnel, assigned to the 60th Communications Squadron/Base Visual Information Service Center, contributed to this publication: Ms. Katherine L. Kruczek (Desktop Publishing and Front Cover), Ms. Katherine L. Kruczek and Ms. Heide Couch (Back Cover). Contributing photographers include: Ms. Kristina Cilia, Ms. Nan Wylie, Mr. Thomas Perkins, and Ms. Audrey Quillen. The demographic data in this analysis was researched and compiled by 2Lt Stephan Whitaker, Deputy Budget Officer, 60 CPTS/FMA, and aerial photographic support provided by Mr. John Baker, Travis Aero Club. Please direct any questions, recommendations, or comments regarding information appearing in this analysis to: 60 Comptroller Squadron, Financial Management Analysis Office, 540 Airlift Drive, Room FI00, Travis AFB CA 94535-2462; or call (707) 424-3751, DSN837-3751. Project Officer is Mr. Robert M. Andrews.



PART II

FORCE STRUCTURE



C-5B Galaxy & KC-10A

FORCE STRUCTURE

As of: 30 September 2000

<u>Activity</u>	<u>Aircraft Type</u>	<u>Authorized</u>	<u>Assigned</u>
60 AMW	C-5 A/B/C	32	37
	KC-10A	27	27

* * * * *

The Lockheed C-5B Galaxy has a flying range of about 5,940 miles (6,543 nautical miles), travels at speeds up to approximately 541 miles per hour (Mach 0.72), and has a cargo capacity of 145.5 tons, depending on aircraft configuration.

* * * * *

The Douglas KC-10A Extender has a flying range of about 11,500 miles (12,650 nautical miles), travels at speeds up to approximately 540 miles per hour (Mach 0.82), and a maximum cargo payload of 85 tons.

* * * * *



FACT SHEET

60th AIR MOBILITY WING

60th Air Mobility Wing Public Affairs
400 Brennan Circle
Travis AFB, Calif. 94535-5005

C-5 A/B Galaxy



Mission

The C-5 Galaxy is a heavy-cargo transport designed to provide massive strategic airlift, for deployment and supply of combat and support forces.

Features

The C-5 can carry unusually large and heavy cargo for intercontinental ranges at jet speeds. The plane can take off and land in relatively short distances and taxi on substandard surfaces during emergency operations. The C-5 and the smaller C-141B Starlifter are strategic airlift partners. Together they carry fully equipped, combat-ready troops to any area in the world as necessary to maintain a fighting force.

Using the front and rear cargo openings, the Galaxy can be loaded and off-loaded at the same time. Both nose and rear doors open the full width and height of the cargo compartment, allowing drive-through loading and unloading of wheeled and tracked vehicles, and faster, easier loading of bulky equipment. A "kneeling" landing gear system lowers the aircraft's cargo floor to truck-bed height. The entire cargo floor has a roller system for rapid handling of palletized equipment. Thirty-six fully loaded pallets can be loaded aboard in about 90 minutes.

The Galaxy's weight is distributed on its high flotation landing gear, which has 28 wheels. The landing gear system can raise each set of wheels individually for simplified tire changes or brake maintenance.

An automatic trouble-shooting system constantly monitors more than 800 test points in the various subsystems of the C-5. The Malfunction Detection Analysis and Recording System uses a digital computer to identify malfunctions in replaceable units. Failure and trend information is recorded on magnetic tape for analysis.

Four turbofan engines mounted on pylons under the wings power the C-5. Each engine pod is nearly 27 feet (8.2 meters) long, weighs 7,900 pounds (3,555 kilograms) and has an air intake diameter of more than 8 1/2 feet (2.6 meters). The Galaxy has 12 integral wing tanks with a capacity of 51,150 gallons (194,370 liters) of fuel - enough to fill 6 1/2 regular-size tank cars. The fuel weighs 322,500 pounds (145,125 kilograms) and permits the C-5, carrying a 204,904-pound (92,207-kilogram) payload, to fly 2,150 nautical miles (3,440 kilometers), off-load, and fly another 500 miles (800 kilometers) without aerial refueling.

Except for emergencies or unusual circumstances, the C-5 does not carry troops in the lower-deck cargo compartment; but 73 seats are available in the rear compartment of the upper deck for personnel and operators of equipment being airlifted. The C-5 has carried special loads, such as large missiles, that would require extra time, manpower and dollars to transport via ship, rail or flatbed truck.

The forward upper deck accommodates a crew of six, a relief crew of seven, and eight mail or message couriers. The flight deck has work stations for the pilot, co-pilot, two flight engineers and two loadmasters. The upper deck's forward and rear compartments have galleys for food preparation, as well as lavatories.

The Galaxy has sophisticated communications equipment and a triple inertial navigation system, making it nearly self-sufficient. It can operate without

using ground-based navigational aids.

The electrical system has four engine-driven generators, each powerful enough to supply the aircraft sufficient electricity. Each of the two main landing gear pods carries an auxiliary power unit to supply electric and pneumatic power for engine starts and ground air conditioning, heating, cooling and ventilation. Air turbine motors in the landing gear pods also can power the hydraulic systems and the main landing gear kneeling motors.

Background

The Galaxy is one of the world's largest aircraft. It is almost as long as a football field and as high as a six-story building and has a cargo compartment about the size of an eight-lane bowling alley. The C-5 is the only aircraft that can transport any of the Army's combat equipment, including the 74-ton (66,600-kilogram) mobile scissors bridge, tanks and helicopters.

The first C-5A was delivered to the Transitional Training Unit at Altus AFB, OK, in December 1969. The first operational C-5's were delivered to the 437th Military Airlift Wing, Charleston AFB, SC, in June 1970. In December 1984, the 433rd Tactical Airlift Wing (now the 433rd Military Airlift Wing) at Kelly AFB, TX, became the first Air Force Reserve wing equipped with C-5 Galaxies.

The first C-5B incorporating significant improvements such as strengthened wings and updated avionics was delivered to Altus AFB in January 1986. C-5 production concluded with delivery of the last "B" model aircraft in April 1989.

The C-5, with its massive payload capability, has opened unprecedented dimensions of strategic airlift in support of national defense. For 20 years it has been involved in many historic airlift missions, and is invaluable to the Air Force mission and humanitarian efforts. For example, in December 1988, four C-5's participated in the delivery of more than 885,000 pounds (398,250 kilograms) of earthquake relief supplies to the then-Soviet Republic of Armenia. The C-5 also assisted with an Alaskan oil spill cleanup in March 1989, transporting nearly

2 million pounds (900,000 kilograms) of equipment to Elmendorf AFB, AK.

The most dramatic display of the Galaxy's capability and value was during Operations DESERT SHIELD and DESERT STORM. The C-5, along with other Air Force transport aircraft, airlifted almost a half-million passengers and more than 577,000 tons (519,300 metric tons) of cargo. This included 15 air-transportable hospitals and the more than 5,000 medical personnel to run them, and more than 211 tons (189.9 metric tons) of mail to and from the men and women in the Middle East - each day.

Since April 1993, the UN has imposed a no-fly zone over Bosnia for Bosnian Serb aircraft. The US supported this with Operation DENY FLIGHT. Again, Travis contributed personnel towards this effort with aircraft and personnel.

From late 1993 through 1996, aircraft from Travis continued to carry out many of the routine support missions and participated in numerous exercises. They also participated in more humanitarian operations and several contingencies. On a given day an aircraft from Travis could be found almost anywhere in the world.

Travis flew support missions to Saudi Arabia in support of Operation SOUTHERN WATCH, which imposed a no-fly zone for Iraqi aircraft over Southern Iraq commencing in August 1992.

On 30 April 1993, a Travis C-5 completed another "first" when a modified C-5 (called a "C-5C") carried an Atlas/Centaur rocket and a Titan Booster from San Diego to Cape Canaveral. Travis was the only base to have this version of the C-5 (two aircraft), which contained no troop carrier compartment and had modified aft doors.

As for humanitarian operations, C-5s from Travis delivered sand bags and water purification systems to the Midwest in response to widespread flooding of the Missouri and Mississippi Rivers in July 1993. Later, after a powerful earthquake struck Los Angeles on 29 January 1994, Travis maintenance and aerial port personnel flew to March to prepare for the reception of relief flights and Travis aircraft brought

in rescue teams and equipment. Between 22 July and 30 September, the US launched a large-scale airlift of aid to the small Central African country of Rwanda, which had suffered from ethnic violence that resulted in the slaughter of perhaps a half million people. The operation, called SUPPORT HOPE, was directed from Entebbe, Uganda by the Commander of the 60th Airlift Wing, Brigadier General Howard Ingersoll.

Both the Active Duty and Reserve wings at Travis participated in this effort. Altogether, AMC and aircraft from other countries moved almost 25,000 tons of equipment and supplies.

In September 1994, Travis aircraft helped in the deployment of 15,000 American troops to Haiti in Operation UPHOLD DEMOCRACY. Travis personnel also deployed to Haiti and helped to get the airport at Port-au-Prince functioning.

During 1994, the US detected a buildup of Iraqi military forces near the border with Kuwait. On 11 October, Washington had responded with a buildup of its own called Operation VIGILANT WARRIOR. Travis aircraft carried troops and cargo to the area. By 15 October, the Iraqis had withdrawn from the border and the "crisis" had passed.

Travis aircraft and personnel were also involved in operations in Croatia, Bosnia and Hungary both in Operation DELIBERATE FORCE and Operation JOINT ENDEAVOR. During 1995, about 100 members of the 60 Air Mobility Wing and another 125 from the 615 Air Mobility Operations Group were sent to the Bosnian Theater to assist in the airlift of 30,000 American soldiers.

Much of 1996 and 1997 kept the Travis Team busy in providing support for the Bosnian Theater and support missions throughout the world.

During 1998, as part of Operation PHOENIX SCORPION II, more than 450 people from Travis deployed in February as tension heated up between the United States and Iraq. This was the first of three visits.

The 615th Air Mobility Operations Group coordinated the movement of 3,000 Army troops and

equipment from Hunter Army Field, Georgia to Southwest Asia.

In December, when the United States launched missile strikes against Iraq, nearly 400 Travis troops were deployed as part of the forward presence during Operation DESERT FOX.

Portable loading ramp extensions were pulled out of the closet to help the C-5 Galaxy haul the Landsat 7 satellite from Goddard Space Center in Greenbelt, MD to Vandenberg AFB.

Three KC-10s, two C-5s and a total of seven crews took off on 19 February to transport support equipment in preparation for NATO strikes on Kosovo.

During April 1999, Travis people crisscrossed the Atlantic Ocean—deploying in support of NATO bombing missions over Kosovo as part of Operation PHOENIX SCORPION.

More than 700 tents were transported from Travis to Macedonia and Albania to house Kosovar refugees.

Ceiling: 34,000 feet (10,303 meters) with a 605,000-pound (272,250 kilogram) load.

Speed: 520 mph (Mach 0.77).

Load: 291,000 pounds (130,950 kilograms) maximum wartime payload.

Accommodations: Upper deck seats 73 passengers; forward upper deck seats six, a relief crew of seven, and eight mail or message couriers. The flight deck has work stations for the entire crew. The upper deck's forward and rear compartments have galleys for food preparation and lavatories.

Sensors: An automatic trouble-shooting system constantly monitors more than 800 test points in the various subsystems of the C-5. The Malfunction Detection Analysis and Recording System uses a digital computer to identify malfunctions in replaceable units. Failure and trend information is recorded on magnetic tape for analysis by maintenance people.

Unit Cost: C-5B, \$179.0 million (2000 dollars).

Crew: Six (Pilot, co-pilot, two flight engineers, two loadmasters).

Inventory: 37 at Travis AFB, CA.

General Characteristics

Primary Function: Massive strategic airlift.

Contractor: Lockheed-Georgia Co.

Power Plant: Four General Electric TF39-GE-1C turbofan engines.

Thrust: 41,000 pounds (18,450 kilograms), each engine.

Length: 247 feet, 10 inches (75.3 meters).

Height at Tail: 65 feet, 1 inch (19.8 meters).

Maximum Takeoff Weight: 769,000 pounds (346,500 kilograms).

Maximum Wartime Takeoff Weight: 840,000 pounds (378,000 kilograms).

Takeoff/Landing Distances: 12,200 feet (3,697 meters) takeoff fully loaded; 4,900 feet (1,485 meters) land fully loaded.

Wingspan: 222 feet, 9 inches (67.9 meters).

Stabilizer Span: 68 feet, 9 inches (20.8 meters).

Cargo Compartment: Height 13 feet, 6 inches (4.10 meters); Width 19 feet (5.76 meters).

Range: 5,940 miles (5,165 nautical miles) empty.



FACT SHEET

60th AIR MOBILITY WING

60th Air Mobility Wing Public Affairs

400 Brennan Circle

Travis AFB, Calif. 94535-5005

KC-10A Extender



Function/Characteristics

The KC-10A Extender is an advanced tanker and cargo aircraft designed to provide increased global mobility for U.S. armed forces.

Although the KC-10A's primary mission is aerial refueling, it can combine the tasks of a tanker and cargo aircraft by refueling aircraft and simultaneously carry the aircraft's support people and equipment on overseas deployments.

The KC-10A can transport up to 75 people and about 170,000 pounds of cargo a distance of about 4,400 miles. Without cargo, the KC-10A's unrefueled range is more than 11,500 miles.

A modified McDonnell Douglas DC-10, the KC-10A entered service in 1981. Although it retains 88 percent systems commonality with the DC-10, it has additional systems and equipment necessary for its Air Force mission. Additions include military avionics; aerial refueling boom and aerial refueling hose and drogue; seated aerial refueling operator station; and, aerial refueling receptacle. The KC-10A fleet currently is being modified to add wing-mounted pods to further enhance aerial refueling capabilities.

In addition to DC-10 wing fuel tanks, the KC-10A has two large fuel tanks under the cargo floor, one under the forward lower cargo compartment and one under the rear compartment. Combined, the six tanks

carry more than 356,000 pounds of fuel - almost twice as much as the KC-135 Stratotanker.

Using either an advanced aerial refueling boom, or a hose and drogue refueling system, the KC-10A can refuel a wide variety of U.S. and allied military aircraft. The aircraft is equipped with special lighting for night operations.

The KC-10A's boom operator controls refueling operations through a digital, fly-by-wire system. Sitting in the rear of the aircraft the operator can see the receiver aircraft through a wide window. During boom refueling operations, fuel is transferred to the receiver at a maximum of 1,100 gallons per minute; the hose and drogue refueling maximum rate is 470 gallons per minute.

The KC-10A can be air-refueled by a KC-135 or another KC-10A to increase its delivery range.

The large cargo-loading door can accept most aircraft unit support equipment. Powered rollers and winches inside the cargo compartment permit moving heavy loads. The cargo compartment can accommodate loads ranging from 27 pallets to a mix of 17 pallets and 75 passengers.

The KC-10A's crew includes an aircraft commander, pilot, flight engineer and boom operator. The sophisticated avionics of the aircraft are designed to improve crew efficiency and reduce crew workload. On certain missions, additional seats and bunks can be rearranged to accommodate extra crew members.

Operations DESERT SHIELD/STORM

During Operations DESERT SHIELD and DESERT STORM, the KC-10 fleet provided in-flight refueling to aircraft from all branches of the U.S. armed forces as well as those of other coalition forces.

In the early stages of Operation DESERT SHIELD, in-flight refueling was key to the rapid airlift of material and forces. In addition to refueling airlift aircraft, the KC-10, along with the smaller KC-135, moved thousands of tons of cargo and thousands of troops in support of the massive Persian Gulf build-up.

During Operation DESERT STORM, in-flight refueling extended the range and capability of all U.S. and other coalition fighter aircraft. Air operations continued without costly and time-consuming ground refueling.

KC-10s from Travis continued to carry out many of the routine support missions and exercises as well as participating in humanitarian operations and contingencies.

Travis KC-10s also made history. In late 1994, they participated in multiple air refuelings of the C-17 which was being tested at Edwards AFB California. Destined for AMC, this cargo aircraft performed well. Later, on 2 March 1995, a C-17 from the 21st Air Force (437th Airlift Wing, Charleston, South Carolina) stopped at Travis where it unloaded cargo for its first Pacific Express mission. ON 13 December 1994, another Travis KC-10 provided the first close proximity air refueling with a B-767 Airborne Surveillance Testbed to determine the type of air refueling equipment this aircraft would need. The testbed detected and tracked ballistic missiles. On 2-3 June 1995, a KC-10 assisted an around-the-world flight of two B-1 bombers from the 7th Bomb Wing, Dyess AFB Texas. This mission lasted 36 hours and 13 minutes and set several flight records, including the fastest time around the world non-stop.

KC-10s participated in Operation SOUTHERN WATCH in Saudi Arabia and Operation VIGILANT WARRIOR during the Iraqi buildup in October 1994. KC-10s also participated in Operation DELIBERATE FORCE in support of the NATO air offensive against Bosnian Serb military targets.

In February 1999, three KC-10s and two C-5s transported support equipment in preparation for the looming NATO strikes on Kosovo.

In June 1999, a Travis KC-10 crew adds the fuel to the South Pole mission to air drop medical supplies for an American scientist who discovered a lump in her breast. The harsh Antarctica winter prevented her from being airlifted out.

Specifications

Primary Function: Aerial tanker, transport.

Prime Contractor: Douglas Aircraft Co., Division of McDonnell Douglas Corp.

Power Plant: Three General Electric CF6-50C2 turbofans.

Thrust: 52,500 lbs. each engine.

Dimensions: Wingspan 165 feet, length 182 feet, height 58 feet.

Speed: 540 mph (Mach. 0.82).

Ceiling: 42,000 feet.

Range: 11,500 miles (no cargo, unfueled).

Cargo Space: 12,250 cubic feet.

Maximum Cargo Payload: 170,000 lbs.

Maximum Fuel Load: 356,000 lbs.

Maximum Takeoff Weight: 590,000 lbs.

Unit Cost: \$88.4 million (2000 dollars).

Crew: Four.

Inventory: 27 at Travis AFB CA.

PART III

TRANSIENT AIRCRAFT SERVICES



TRANSIENT AIRCRAFT UTILIZING TRAVIS AFB FACILITIES

During the past 12 months or fiscal year 2000 (1 October 1999 through 30 September 2000), approximately 3,937 aircraft performed landings and received fuel service at Travis. These figures do not include Travis-based C-5 and KC-10 aircraft. Types of aircraft (A/C) transiting Travis and utilizing installed fuel servicing facilities and equipment, and occasionally vehicles, are listed by total each month in the following chart.

<u>A/C</u>	<u>OCT</u>	<u>NOV</u>	<u>DEC</u>	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>APR</u>	<u>MAY</u>	<u>JUN</u>	<u>JUL</u>	<u>AUG</u>	<u>SEP</u>	<u>TOTAL</u>
A010	0	0	0	0	0	4	4	0	4	0	0	0	12
B707	0	5	2	0	2	4	5	0	0	1	4	4	27
B727	1	1	1	2	0	3	2	3	5	2	2	2	24
B737	0	1	1	1	0	1	0	0	1	0	1	0	6
B747	3	21	15	11	15	19	17	14	23	15	28	20	201
C005	34	24	7	10	15	29	4	1	23	18	21	18	204
C009	16	24	19	21	23	20	16	25	15	33	41	32	285
C012	1	1	4	0	6	2	0	3	1	1	1	2	22
C017	23	11	17	26	23	29	33	32	43	40	27	34	338
C020	9	0	3	4	2	6	5	7	2	3	7	2	50
C021	10	12	15	10	7	5	17	13	13	8	9	5	124
C026	0	0	0	1	0	0	0	0	1	0	0	0	2
C130	28	25	15	17	50	34	23	13	18	30	24	32	309
C135	5	10	7	8	10	39	19	15	32	10	43	22	220
C141	43	38	46	55	46	68	54	50	47	48	46	38	579
CSNA	0	0	0	0	0	0	0	0	0	0	0	0	0
DC008	28	23	24	26	23	24	27	18	24	18	12	14	261
E003	0	3	1	0	0	0	0	3	1	3	2	0	13
E006	70	52	63	60	44	60	43	69	55	52	66	64	698
F**	2	6	0	5	3	1	2	2	27	40	14	9	111
KC010	3	5	7	15	14	6	2	2	3	4	6	7	74
L1011	0	2	0	0	0	9	0	1	0	0	1	1	14
P003	2	1	0	1	0	0	0	0	0	0	1	0	5
SW3/4	0	0	0	0	0	0	0	0	0	0	0	0	0
T**	5	15	8	5	10	7	9	5	20	36	25	17	162
OTHER	8	14	5	17	3	15	19	13	12	23	44	23	196
TOTAL	290	287	256	292	294	373	290	286	360	382	418	340	3,937

FUEL PROVIDED TO TRANSIENT AIRCRAFT

Customer	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	Total
Transient	1,190	967	890	854	765	1,021	887	933	906	814	984	912	11,123
Air Force	945	835	690	1,080	1,110	1,466	852	657	1,189	1,062	1,102	1,105	12,093
Totals:	2,135	1,082	1,580	1,934	1,875	2,487	1,739	1,590	2,095	1,876	2,086	2,017	23,216

(Note: the “Transient” and “Air Force” figures represent **millions** of gallons)

Customer	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	Total
Army	1.0	0.3	3.5	1.0	0.5	4.5	5.7	0.9	1.5	2.1	14.7	0.7	36.4
Navy	647.0	539.0	561.0	558.0	423.0	525.0	460.0	560.0	474.0	475.0	534.0	549.0	6,305.0
US Gov’t	8.7	6.5	6.2	8.0	2.2	8.0	5.0	4.3	14.0	43.0	31.0	36.0	172.9
Foreign	6.2	27.3	17.0	8.8	22.0	33.4	23.0	4.4	10.0	14.0	19.0	23.4	208.5
Other	527.0	394.0	302.0	278.0	317.0	450.0	393.0	363.0	407.0	280.0	385.0	303.0	4,399.0
Totals:	1,189.9	967.1	889.7	853.8	764.7	1,020.9	886.7	932.6	906.5	814.1	983.7	912.1	11,121.8

(Note: these figures represent **thousands** of gallons)

- * 23,216,000 gallons of fuel were serviced to non-Travis assigned aircraft during fiscal year 2000.
- (3,937 servicing operations)

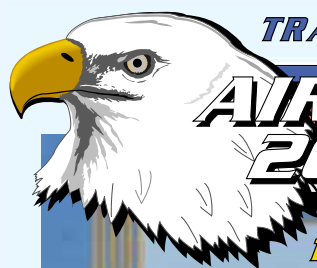
Travis is an En-Route Servicing Location and Port for C141s/C17s/KC135s/B747s, US Air Force, other military services, Department of Defense, commercial contract aircraft, and Aero-Medical En-Route Support Point for C9 and C20s, and Entry Point for International C130s.

PART IV

WING ASSETS



Overview of Flightline



TRAVIS AIR FORCE BASE

**AIR EXPO
2000**

1950 - 50th ANNIVERSARY - 2000



TRAVIS TEAM



SUMMARY OF PERSONNEL

As of: 30 September 2000

Appropriated Fund, Military	<u>Living On-Base</u>	<u>Living Off-Base</u>	<u>Total</u>
Active Duty Air Force, Travis	3,684	3,283	6,967
Active Duty Navy	45	60	105
Active Duty Coast Guard	0	3	3
Active Duty Army	23	38	61
Air Force Reserve	0	3,551	3,551
Army Reserve	<u>0</u>	<u>29</u>	<u>29</u>
TOTAL:	3,752	6,964	10,716
 Active Duty Military Dependents	 4,363	 4,093	 8,456
 Appropriated Fund, Civilian			
General Schedule/Wage Grade Travis			1,687
General Schedule/Wage Grade, Other (includes DeCa personnel)			<u>148</u>
TOTAL:			1,835
 Non-Appropriated Fund, Contract Civilians and Private Businesses			
Civilian NAF			462
Base Exchange (AAFES)			580
Corporation Contract Personnel			
Boeing			17
Pride Industries			349
LINK Simulation & Training			<u>3</u>
Private Businesses on Base:			
Travis Federal Credit Union			37
Armed Forces Bank			18
United States Postal Service, Travis AFB			<u>25</u>
TOTAL:			1,491
 TOTAL PERSONNEL:			 22,498

DESCRIPTION OF CAPITAL ASSETS

As of: 30 September 2000

LAND	ACRES
Fee Owned	5,128
Easement/Right of Way	1,255
Off-Base Sites (16)	<u>791</u>
TOTAL:	7,174

BUILDINGS	NUMBER	SQ FEET
Maintenance (Aircraft, Vehicle, etc)	57	993,372
Civil Engineer	54	251,417
Supply/Munitions Storage	69	517,573
Base Exchange	8	299,740
Base Housing	1,400	3,799,654
Dormitory Quarters	22	624,394
Administration	25	600,492
Communication	14	38,115
USAF Medical Center	7	798,047
Service Facilities	43	551,102
Commissary	1	40,341
Recreation	18	190,208
Other/Miscellaneous	<u>109</u>	<u>827,609</u>
TOTAL:	1,827	9,532,064

FAMILY HOUSING UNITS	2-BR	3-BR	4-BR	TOTAL
Officer	2	203	69	274
<u>Enlisted</u>	<u>1,029</u>	<u>798</u>	<u>304</u>	<u>2,129</u>
TOTAL:	1,031	1,001	373	2,403

(Note: Does not include 100 vacant units scheduled for demolition or reconstruction.)

DORMITORY QUARTERS	BLDGS	CAPACITY
Airman/NCO	22	1,627 Personnel

(Note: Number of dorm capacity decreased due to single occupant dorm standard.)

TEMPORARY QUARTERS	BLDGS	UNITS	CAPACITY
Visiting Airmen Quarters (VAQ)	3	134	253 Personnel
Visiting Officer Quarters (VOQ)	12	138	276 Personnel
Temporary Lodging Facilities (TLF)	<u>7</u>	<u>84</u>	<u>336 Personnel</u>
TOTAL:	22	356	865 Personnel

MISCELLANEOUS

COMPUTERS	NUMBER	PAGERS	NUMBER	VEHICLES	NUMBER
Owned	9,600	Owned	0	Owned	909
Leased	<u>0</u>	Leased	<u>1,786</u>	Leased	<u>40</u>
TOTAL	9,600	TOTAL	1,786	TOTAL	949*

*Total vehicles equipped to use Compressed Natural Gas (CNG): 36; Number utilizing CNG: 0

VALUE OF RESOURCES AND EXPENDITURES

As of: 30 September 2000

Weapons Systems

Aircraft: C-5B (37)	\$6,623,000,000
KC-10A (27)	<u>\$2,386,800,000</u>
TOTAL:	\$9,009,800,000

Capital Assets

Land, Buildings and Real Property	
TOTAL:	\$844,200,000

Equipment

Appropriated Fund:	
Simulators	\$92,000,000
Vehicles	\$80,000,000
Medical	\$56,063,590
Q06 (Total Investment Dollar Value)	<u>\$43,302,671</u>
APF SUB-TOTAL:	\$271,366,261

Nonappropriated Fund	<u>\$4,300,990</u>
NAF SUB-TOTAL:	\$4,300,990

Equipment Total: \$275,667,251

Inventories

Supply Stock Items	\$96,152,196
Medical Stock Items	\$27,891,000
Sales Outlets	
Base Exchange	\$19,500,000
Commissary	\$1,126,687
NAF	<u>\$248,839</u>
TOTAL:	\$144,918,722

Retail Sales

Base Exchange	\$69,000,000
Commissary	\$53,123,422
NAF Activities	<u>\$4,934,627</u>
TOTAL:	\$127,058,049

Fiscal Year 2000 Outlays

Operations & Maintenance (O&M)	\$104,745,604
Transportation Working Capital Fund (TWCF)	\$229,771,100
Tenants (15AF, 615 AMOG, 349AMW, etc.)	\$107,255,705
Other	<u>\$73,812,642</u>
TOTAL:	\$515,585,051

TOTAL VALUE OF RESOURCES & EXPENDITURES: \$10,917,229,073

PART V

WING ECONOMIC IMPACT



Construction of New Base Housing

THEORY

Government spending (on defense, infrastructure, personnel etc.) has a positive impact on the economy, both on the national and local community level. For example, when Travis Air Force Base spends money for equipment, supplies and services, a private sector company receives this as income, and the owners of that business spend that income. Their spending gives other companies income and so on. Further, when Travis Air Force Base personnel receive their salaries, they spend approximately half of their salaries in the local communities. For the purposes of this analysis, Travis' Total Economic Impact Analysis is the product of government spending in the economic impact area and the average propensity to consume factor.

PAYROLL

The largest contributor to Solano County's economic activity is payroll.

Active Duty	\$255,281,366
Reserves	\$33,944,408
Civilian Employees	<u>\$111,464,439</u>
TOTAL	\$400,690,213

During Fiscal Year 2000, approximately \$0.52 of each dollar earned, \$208,358,911 million, was spent in Solano County.

ASSETS

The largest portion of capital assets of Travis consists of 37 C-5 Galaxy and 27 KC-10 Extender aircraft assigned to the 60th Air Mobility Wing. These aircraft represent a total value of approximately \$9.0 billion.

Travis is responsible for over \$177.4 million in special support equipment. This includes specialized vehicles, cargo handling systems, and aircraft maintenance equipment.

In 1995, the base infrastructure was valued at \$498.0 million. Since then, over \$214.0 million has been invested in the Travis infrastructure that includes more than 1,827 industrial and administrative buildings. The total value of the base infrastructure today stands at approximately \$712.3. Capital assets, which include land, buildings and real property, total about \$844.2 million.

The two major runways at Travis, each approximately 11,000 feet long, have a book value of over \$10.0 million. There is also a 2,000-foot long Aero Club runway at Travis.

Travis covers approximately 6,383 acres. The Air Force owns 5,128 acres outright, and has access to the remaining 1,255 acres through easement and right-of-way. The estimated current market value of the Air Force-owned real estate is approximately \$132.0 million.

SUMMARY OF ANNUAL GROSS PAYROLL

As of: 30 September 2000

Appropriated Fund, Military	<u>Living On-Base</u>	<u>Living Off-Base</u>	<u>Total</u>
Active Duty Air Force	\$94,362,936	\$156,750,300	\$251,113,236
Active Duty Navy	\$776,114	\$1,045,502	\$1,821,616
Active Duty Coast Guard	0	\$82,094	\$82,094
Active Duty Army	\$876,778	\$1,387,642	\$2,264,420
Air Force Reserve	0	\$32,316,000	\$32,316,000
Army Reserve	<u>0</u>	<u>\$1,628,408</u>	<u>\$1,628,408</u>
TOTAL:	\$96,015,828	\$193,209,946	\$289,225,774

Appropriated Fund, Civilian

General Schedule/Wage Grade, Travis	\$78,182,896
General Schedule/Wage Grade Other (includes DeCa)	<u>\$5,344,590</u>
TOTAL:	\$83,527,486

Non-Appropriated, Contractors and Private Businesses

Civilian NAF	\$7,780,685
Base Exchange (AAFES)	\$8,500,000
Contractors:	
Boeing Corporation	\$842,000
Pride Industries	\$8,690,757
Private Businesses on Base:	
Travis Credit Union	\$891,255
Armed Forces Bank	\$307,256
United States Post Office, Travis AFB	<u>\$925,000</u>
TOTAL:	\$27,936,953

TOTAL PAYROLL:	\$400,690,213
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**SUMMARY OF CONSTRUCTION, CONTRACTS, AND EXPENDITURES
FOR MATERIALS, EQUIPMENT AND SUPPLIES (NOTE 1)**

As of: 30 September 2000

Construction	Annual Expenditure
Military Family Housing	\$2,686,469
Medical Family Housing (BRAC)	\$17,000,000
Medical Facility Construction	\$4,163,005
Operations & Maintenance (O&M)	\$5,134,106
Transportation Working Capital Fund (TWCF)	\$13,991,486
Non-Appropriated Fund	<u>\$20,292,443</u>
TOTAL:	\$63,267,509
 Contracts and Procurement	
Services Contracts (Note 2)	\$25,270,479
Other Services, N.E.I.	\$16,810,651
General Support	<u>\$9,502,857</u>
TOTAL:	\$51,583,987
 Commissary, BX, Health, Education and TDY Expenditures (Note 2)	
Commissary	\$2,004,633
Base Exchange	\$1,300,000
Health (TRICARE/CHAMPUS, Gov't Cost only)	\$10,454,167
Education (Impact Aid, Tuition Assistance)	\$3,998,296
Temporary Duty (TDY) (Contract Quarters only)	<u>\$2,312,351</u>
TOTAL:	\$20,069,447
 General Support Supplies and Equipment	
General Support Division (GSD)	\$15,053,205
Materiel Support Division (MSD)	<u>\$75,873,457</u>
TOTAL:	\$90,926,662
 TOTAL ANNUAL EXPENDITURES:	 \$225,847,605

Notes: (1) Does not include contracts for services supplied to other Air Force installations.
(2) Includes only expenditures in EIR or contracts requiring the use of locally supplied goods and services.

**ESTIMATED NUMBER OF INDIRECT JOBS CREATED & DOLLAR
VALUE OF JOBS CREATED**

As of: 30 September 2000

<u>TYPE OF PERSONNEL</u>	<u>TAFB Jobs</u>	<u>X</u>	<u>Multiplier</u>	<u>=</u>	<u>Indirect Jobs</u>
Military Active Duty	7,136		0.41		2,926
Reservists	3,580		0.16		573
DoD Civilians	1,835		0.55		1,009
Other Civilians	1,491		0.55		820
<hr/>					
TOTAL	14,042				5,328
ESTIMATED NUMBER OF INDIRECT JOBS CREATED:					5,328
AVERAGE ANNUAL PAY FOR TRAVIS LOCAL COMMUNITY:					\$30,979
ESTIMATED ANNUAL DOLLAR VALUE OF JOBS CREATED:					\$165,056,112

Multipliers: LMI Economic Impact Database, Installations and Indirect/Induced
Job Multipliers

Average Annual Pay: Bureau of Labor Statistics, U.S. Department of Labor

EIA ECONOMIC IMPACT SUMMARY DATA SHEET

FISCAL YEAR 2000

PART I: DATA SUMMARY

<u>EIA Page Number</u>	<u>Variable Name</u>	<u>Annual \$ Amount</u>
	I. APPROPRIATED FUND PAYROLL	
Page 22	Military On-Base	\$96,015,828
Page 22	Military Off-Base	\$193,209,946
Page 22	General Schedule/Wage Grade, Travis	\$78,182,896
Page 22	General Schedule/Wage Grade, Other (includes DeCa)	<u>\$5,344,590</u>
	Total:	\$372,753,260
	II. NONAPPROPRIATED FUND (NAF) AND OTHER CIVILIAN PAYROLL	
Page 22	Non-Appropriated Fund	\$7,780,685
Page 22	Base Exchange (AAFES)	\$8,500,000
Page 22	Private Businesses/Contractors	<u>\$11,656,268</u>
	Total:	\$27,936,953
	III. CONSTRUCTION AND SERVICES	
Page 23	Total Construction	\$63,267,509
Page 23	Total Contracts/Procurement	\$51,583,987
Page 23	Commissary/BX	\$3,304,633
Page 23	Health	\$10,454,167
Page 23	Education	\$3,998,296
Page 23	Temporary Duty (TDY)	<u>\$2,312,351</u>
	Total:	\$134,920,943
	IV. MATERIALS, EQUIPMENT AND SUPPLIES (MES)	
Page 23	Total Construction	\$63,267,509
Page 23	Total Services	\$51,583,987
Page 23	Other	<u>\$90,926,662</u>
	Total:	\$205,778,158
	TOTAL EXPENDITURES:	\$741,389,314

PART 2: TOTAL ECONOMIC IMPACT

Estimated Total Economic Impact (TEI) in the Economic Impact Region (EIR) based on annual operation expenditures:

	Total Expenditures for Travis Air Force Base:	\$741,389,314
Page 24	Estimated Annual Dollar Value of Jobs Created:	<u>\$165,056,112</u>
	TOTAL ECONOMIC IMPACT FOR FY2000:	\$906,445,426

PART VI

EIA SUMMARY & COMPARATIVE ANALYSIS



Fighter Row, Travis Air Museum

Vietnam Veterans Remembrance Day



Travis
Air
Force
Base

30 April 2000



VIETNAM

HANOI

HUE
DA NANG

HO CHI MINH CITY
(SAIGON)





Troops bound for Southeast Asia, ca. 1967



Passenger Terminal, 1964

**Photos taken
during the
Vietnam Era,
Travis Air Force Base**



"Operation Homecoming", February 1973

FY2000 EIA SUMMARY

As of: 30 September 2000

ASSETS

Land (Acres)	6,383
Buildings (Units/SqFt)	1,827/9,532,064
Housing (Units)	2,403
Dormitories (Bldgs/Capacity)	22/1,627
Temporary Quarters (Bldgs/Units/Capacity)	22/356/865
Computers (Units)	9,600
Pagers (Units)	1,786
Vehicles (Units)	949
C-5B (Assigned)	37
KC-10A (Assigned)	27

PERSONNEL

Active Duty Military	7,136
Traditional Reserve	3,580
Dependents	8,456
Civil Service	1,835
Other Civilians	<u>1,491</u>
Total:	22,498

ADDITIONAL INFORMATION

Total Gross Payroll	\$400,690,213
Total Value of Resources	\$10,917,229,073
Total Annual Expenditures	\$255,847,605
Estimated Number of Jobs Created	5,328
Estimated Annual Dollar Value of Jobs Created	\$165,056,112

* * * * *

ECONOMIC IMPACT

Total Expenditures in Region	\$741,389,314
Estimated Annual Dollar Value of Jobs Created	\$165,056,112

TOTAL ECONOMIC IMPACT = \$906,445,426

EIA COMPARATIVE ANALYSIS – FY1999 VS FY2000

	<u>FY1999</u>	<u>FY2000</u>	<u>DIFF</u>	<u>NOTE</u>
ASSETS				
Land (Acres)	6,383	6,383		
Buildings (SqFt)	1,832/9,779,008	1,827/9,532,064	(5)/(246,944)	
Housing (Units)	2,455	2,403	(52)	1
Dormitories (Bldgs/Capacity)	20/2,708	22/1,627	2/(1,081)	2
Temporary Quarters (Bldgs/Capacity).	19/709	22/865	3/156	
Computers (Units)	8,910	9,600	690	
Pagers (Units)	2,124	1,786	(338)	
Vehicles (Units)	967	949	(18)	
C-5B (Assigned)	37	37		
KC-10A (Assigned)	27	27		
PERSONNEL				
Active Duty Military	7,248	7,136	(112)	
Traditional Reserve	3,683	3,580	(103)	
Dependents	9,558	8,456	(1,102)	
Civil Service	1,481	1,835	354	
Other Civilians	<u>1,858</u>	<u>1,491</u>	<u>(367)</u>	
Totals:	3,828	22,498	(1,330)	
ADDITIONAL INFORMATION				
Total Gross Payroll	\$373,931,592	\$400,690,213	\$26,758,621	
Total Value of Resources	\$11,406,554,635	\$10,917,229,073	(\$489,325,562)	3
Total Annual Expenditures	\$186,222,784	\$225,847,605	\$39,624,821	
Estimated Number of Jobs Created	5,398	5,328	(70)	
Estimated Annual Dollar Value Jobs Created	\$169,491,802	\$165,056,112	(\$4,435,690)	
* * * * *				
ECONOMIC IMPACT (using FY1999 formula):				
Total Economic Impact in Region	\$607,797,976			
X Gross Income Multiplier	<u>X 2,9327</u>			
TOTAL ECONOMIC IMPACT, FY1999:	\$1,148,603,145			
ECONOMIC IMPACT (using FY2000 formula):				
Total Economic Impact in Region		\$741,389,314		
Estimated Annual Dollar Value Jobs Created		<u>\$165,056,112</u>		
TOTAL ECONOMIC IMPACT, FY2000:		\$906,445,426	(\$242,157,719)	4

NOTES:

1. Decrease due to demolition of older, smaller units, construction of larger buildings.
2. Dormitory construction completed. Per regulations, increased square feet per person created less units.
3. Overall reduction in "Total Value of Resources" for FY2000 reflects latest cost data for Travis aircraft which is contained in Air Force Instruction 65-503, Table A10-1 and USAF Raw Inflation Indices.
4. Changes in formulation of TOTAL ECONOMIC IMPACT (deletion of Gross Income Multiplier and addition of Estimated Annual Dollar Value Jobs Created) resulted in decrease of TOTAL ECONOMIC IMPACT FOR FY00. (New formulation placed into effect per SAF/FMCE)

PART VII

MISCELLANEOUS INFORMATION



The Air Force Thunderbirds Demonstration Team

**Performing in Air Expo the 1st and 2nd of July 2000
Travis AFB, CA**



A RB-29 pre-flight inspection at Fairfield-Suisun AFB before departing to Japan.



F-84s over San Pablo Bay.

N. KOREA

P'YONGYANG

SEOUL



The crew: standing, l-r, Cox, Strait, Swanson, Radick, Eberle, Istre; kneeling, Mckendrick, Kaiserlik, Korpi, Drake, Smith. They flew 29 combat missions over North Korea.



A B-36 next to a B-17 on the runway at Travis.

S. KOREA



Three survivors of a nine-man squad after four days on fierce fighting to take Hill 717 in the Iron Triangle.



A patient arrives in Japan and is transferred to a nearby hospital. Many casualties of the Korean War were also transferred to Travis AFB to be treated.



A B-36 above a B-29 with Korean War camouflage colors.



movies: "Starlift" is a fun musical drama that shows a bit of workings of the entertainment world. It introduces Janice Rule and Ron Hogarthy who are young newcomers set for build-up to the big time. Songs by Doris Day and Gordon MacRae help along the romantic love story of the boy who is going overseas for duty in Korea and must leave his girl.



Stills from the movie "Starlift"
filmed on location
at Travis AFB.



Operation Starlift



Elizabeth Taylor



Debbie Reynolds & Carlton Carpenter

When movie star Ruth Roman visited Travis Air Force Base September 1950, she was although no one realized it at the time, the forerunner of the project which has come to be known as Operation Starlift. The Special Service Officers and Hollywood Coordinating Committee made arrangements for other screen celebrities to visit the base to entertain Korean War wounded which were pouring into the base hospital. The visiting stars also performed in the large Passenger Terminal Building for troops en route to the battle zone in Korea.



Joe Louis



Brigadier General Carmichael with Hollywood Stars



Danny Kaye

ORGANIZATIONS

As of: 30 September 2000

<u>Organization</u>	<u>Command</u>
Host: 60th Air Mobility Wing	AMC
60th Air Mobility Wing Headquarters	AMC
60 Air Mobility Wing Director of Staff	AMC
60 Air Mobility Wing Chaplain	AMC
60 Air Mobility Wing Command Post	AMC
60 Air Mobility Wing Inspector General	AMC
60 Air Mobility Wing Judge Advocate General	AMC
60 Air Mobility Wing Manpower and Organization	AMC
60 Air Mobility Wing Military Equal Opportunity	AMC
60 Air Mobility Wing Museum	AMC
60 Air Mobility Wing Plans	AMC
60 Air Mobility Wing Protocol	AMC
60 Air Mobility Wing Public Affairs	AMC
60th Comptroller Squadron	AMC
60th Logistics Group	AMC
60th Logistics Support Squadron	AMC
60th Component Repair Squadron	AMC
60th Equipment Maintenance Squadron	AMC
60th Transportation Squadron	AMC
60th Supply Squadron	AMC
60th Contracting Squadron	AMC
60th Aircraft Generation Squadron	AMC
660th Aircraft Generation Squadron	AMC
60th Operations Group	AMC
60th Operations Support Squadron	AMC
60th Aerial Port Squadron	AMC
Det 1, 60th Aerial Port Squadron, Los Angeles, CA	AMC
6th Air Refueling Squadron	AMC
9th Air Refueling Squadron	AMC
21st Airlift Squadron	AMC
22d Airlift Squadron	AMC
60th Support Group	AMC

60th Mission Support Squadron	AMC
60th Communications Squadron	AMC
60th Services Squadron	AMC
60th Civil Engineer Squadron	AMC
60th Security Forces Squadron	AMC
60th Medical Group	AMC
60th Aerospace Medicine Squadron	AMC
60th Dental Squadron	AMC
60th Medical Operations Squadron	AMC
60th Medical Support Squadron	AMC
60th Surgical Operations Squadron	AMC
60th Diagnostics and Therapeutics Squadron	AMC

TENANTS

15th Air Force AMC

615th Air Mobility Operations Group	AMC
615th Air Mobility Operations Squadron	AMC
615th Air Mobility Squadron	AMC
715th Air Mobility Squadron	AMC
815th Air Mobility Squadron	AMC

349th Air Mobility Wing (Reserve) AFRC

349th Support Group	AFRC
349th Civil Engineering Squadron	AFRC
349th Communications Squadron	AFRC
349th Mission Support Squadron	AFRC
349th Security Forces Squadron	AFRC

349th Logistics Group	AFRC
349th Logistics Support Squadron	AFRC
349th Aircraft Generation Squadron	AFRC
349th Component Repair Squadron	AFRC
349th Equipment Maintenance Squadron	AFRC
749th Aircraft Generation Squadron	AFRC

349th Medical Group	AFRC
349th Aeromedical Staging Squadron	AFRC
349th Contingency Hospital	AFRC
349th Medical Squadron	AFRC

349th Operations Group AFRC

349th Operations Support Squadron	AFRC
45th Aerial Port Squadron	AFRC
55th Aerial Port Squadron	AFRC
70th Air Refueling Squadron	AFRC
79th Air Refueling Squadron	AFRC
82d Aerial Port Squadron	AFRC
301st Airlift Squadron	AFRC
312th Airlift Squadron	AFRC
349th Aeromedical Evacuation Squadron	AFRC
349th Airlift Control Flight	AFRC
710th Airlift Squadron	AFRC
2400th Reserve Mobility Squadron	AFRC
In-Service Reserve Recruit (Travis AFB & Hickam AFB HI)	AFRC

Headquarters, 3 rd Brigade, 91 st Division	3rd BDE, 91st Div (TS)
Armed Forces Bank	AFB
Army Air Force Exchange Service	AAFES
Air Force Audit Agency	AFAA
USAF Band of the Golden West	AMC
American Red Cross	ARC
Armed Services Whole Blood Processing Lab	ASWBPL
Boeing	BOEING
Civil Air Patrol	CAP
Defense Commissary Agency	DeCa
Defense Courier Service	DCS
Defense Investigative Service	DIS
Defense Reutilization & Marketing Office	DRMO
Defense Treaty Reduction Agency	DTRA
Department of Defense Civilian Personnel Mgmt Service	DODWSO-W
Field Training Squadron, Detachment 14	FTD
Fleet Air Reconnaissance Squadron Three	VQ3DET
Flight Safety Services Corporation	FSSC
Hughes Training Center	HTC
J&J Maintenance, Inc.	J&J
Lockheed KC-10 Class	LMACI
Naval Computer Telecommunications Strategic Communications Unit	NAVCOMTELSTRAT-
Communications Unit	COMMU
Office of Special Investigations, Det 303	OSI
OL-E Air Force Civil Engineer	CEMIRT
Pride Industries	PRIDE
Resident Officer in Charge of Construction	ROICC
Royal Air Force Liaison	RAFL
Travis Credit Union	TCU

USAF Judicial Area Defense Council
USAF JUD Western Circuit
US Department of Agriculture
United States Customs Service
United Services Organization
United States Postal Service

USAF JUD
WC
USDA
USCS
USO
USPS

Origin and History of TravisAFB

During 2000, Solano County will celebrate its 150th anniversary. A number of events are planned throughout the county to commemorate this event. It is also the fiftieth anniversary of the naming of Travis Air Force Base in honor Brigadier General Robert F. Travis, who was killed in a B-29 crash at the installation on 5 August 1950. At the time of his death, the general was commander of the 9th Heavy Bombardment Wing and was the Base's commanding general. Formal dedication ceremonies were held on 21 April 1951.

Although today Travis is the home of the largest airlift organization in the Air Force, 60th Air Mobility Wing, it began as an isolated air strip with a few tar paper shacks set in the middle of a windswept prairie during World War II.

The establishment of an Army airfield near Fairfield and Suisun City, two neighboring farming towns located astride the Southern Pacific Railroad and U.S. Highway 40 (now Interstate 80) half way between Sacramento and San Francisco, was first recommended in December 1941, shortly after the Japanese attack on Pearl Harbor. The Fourth Air Force, which was charged with improving air defense along the Pacific Coast, included the Fairfield-Suisun City site among several well-dispersed military air bases proposed for northern California. A site board composed of representatives of the Fourth Air Force and Army Corps of Engineers investigated the area and approved the idea early in 1942. Inexpensive flat land, usually good flying weather, excellent drainage, and nearby rail and water transportation contributed to the favorable recommendation. Thus, on 22 April 1942, the Office of the Chief of Engineers, Washington, DC, authorized spending \$998,000 for construction of two runways and a few temporary buildings on a 945-acre site located "six miles east of the twin farming communities of Fairfield and Suisun City." This project received a top wartime priority.

Land was purchased from local ranchers at an average cost of \$50 an acre. The rural road running



through the reservation was procured from Solano County. On 6 July, bulldozers began carving out the base and by September runways and operations buildings were completed. The land on which the base was constructed was a prairie of short grass and vernal pools. In the spring it was emerald green and ablaze with wild flowers. The Jepson Reserve is a remnant of that open range, Indian hunting trails or trade routes passed through it, for their artifacts have been found on the base. Prior to World War II, a few scattered ranches were the only evidence of human occupation. Their owners were chiefly occupied with raising cattle and sheep. Among the ranchers were the Calveras family who had a farm near the present Eucalyptus Park. The Frietas family lived where HQ 15 Air Force Stands. 'The Best family farm was where the stables were located. The Chelps family lived where the Crosswinds Recreation Center is located. An the Capral farm was on the site of the museum. The first base headquarters stood at a sport that the original owner called "the grove," which is now part of base housing.

Perhaps the most well known local farmers were Joseph and Mary Enos. They owned 320 acres, 21 of which they sold to the government for housing. They lived in a small white frame house immediately to the right as one departed the North (Vacaville) Gate. When military personnel first arrived, they lived in tar paper shacks with no hot water and no dining hall. Some men frequently went to the Enos house, where

there was hot water, to do their laundry and to get fresh eggs and vegetables. The Enoses allowed the base full access across their land for water and power and, in return, the base brought electricity to their house in 1949. Later, both Joseph and Mary Enos worked in the base nursery. When Joseph passed away in 1962, military personnel helped Mary look after the farm. On her 70th birthday in 1965, Mary Enos was “officially” named “Mother Travis” by General and Mrs. Chapman. In the following year she went on her first airplane ride, C-141 flight over San Francisco. “Imagine,” she said, “going to San Francisco and back in one day!” She died in 1982.

Initially, Fourth Air Force intended to station medium attack bombers at the new air base, and in the autumn of 1942, some of its aircraft used the runways for practice landings. During this period, Navy planes also practiced maneuvers at the same field. For a few months, in fact, the outline of the deck of an aircraft carrier was painted on one runway. This helped newly commissioned Navy pilots, flying Hellcats and Helldivers, practice carrier landings and takeoffs before they were assigned to the Pacific Fleet. The strong local prevailing winds were similar to conditions at sea. Indeed, the town of Suisun took its name from a local Indian word meaning “west wind.”

Despite its plans, the Fourth Air Force never officially occupied the base. On 13 October 1942, following negotiations that had begun in September, the War Department assigned the new facility to the Air Transport Command (ATC) in recognition of the base’s potential to become a major aerial port and supply transfer point for the Pacific War Zone. Its proximity to rail, highway, and water transportation plus its location near San Francisco figured heavily in this decision. Fourth Air Force had to station its bombers elsewhere.

The Army Air Forces considerably expanded the area of the base during World War II. This was testimony to its great strategic value from the very beginning. As noted, the Army initially acquired 945 acres for construction of runways and essential buildings. Authorized in April, the original purchase was completed on 17 June 1942. Almost immediately, however, this area was supplemented by the purchase of 1,312 adjacent acres by eminent domain

proceedings in the Federal District Court in San Francisco. Authorized for purchase on 11 September 1942, this new land was procured in early 1943. Shortly before the end of the war, on 30 June 1945, the Army added another 1,143 acres to the base. Subsequent expansion in the 1950’s and 1960’s, which was primarily for additional base housing and lengthening the runways to accommodate jet aircraft, increased the size of the base to more the 6,000 acres, some ten square miles.

Although the Army Air Forces decided to assign the new base to the Air Tactical Command in October 1942, its actual transfer to ATC did not take place until 8 February 1943. At that time, the War Department officially designated the field as the Fairfield-Suisun Army Air Base (AAB). ATC then assigned it to the West Coast Sector of its Pacific Wing. The West Cost Sector had its headquarters at Hamilton Field in Marin County, north of San Francisco, about 45 minutes from Fairfield-Suisun. Lieutenant Colonel Henry J. Weltmer, Administrative Officer of HQ West Coast Sector, exercised temporary command of the new base as of 15 April 1943. He and his staff never lived at the isolated airstrip. They continued to live and operate from Hamilton, driving to Fairfield-Suisun in a staff car when required. At



**Lieutenant Colonel-select
Arthur “Steve” W. Stephenson, Jr.
First Base Commander**

that time, the only residents were civilian construction workers of the Casson and Ball Company. They operated a “mess and two barracks” in a eucalyptus grove a mile northeast of the flightline, approximately where Turner Drive is today. The first Army unit to take up permanent residence was a group of ten enlisted men and one officer from the 914th Quartermaster Division at Hamilton Field. These supply and food service workers arrived on 10 May 1943 to prepare the base for the arrival, in turn, of the first ATC personnel. One week later, on 17 May, ATC officially activated Fairfield-Suisun AAB. Lieutenant Colonel-select Arthur (“Steve”) W. Stephenson, Jr., arrived with an advance party of men from the 23rd Ferrying (later Transport) Group on 29 May 1943. Upon arrival, he assumed command as the first permanent base commander.

The rest of the 23rd Group followed on 31 May and the base officially opened on 1 June 1943, with a primary mission of servicing and ferrying tactical aircraft from California across the Pacific to the war zone. By 1945, the base had become the West Coast’s largest aerial port. The airlift of troops and supplies to occupied Japan and Korea, and the processing of war-weary returning GI’s, had become its primary mission. On 1 June 1948, the Military Air Transport Service assumed jurisdiction. In July, two of the base’s air transport squadrons left for Europe to assist in the Berlin Airlift.

On 1 May 1949, the Strategic Air Command (SAC) became the parent major command for the base, turning it into a major long-range reconnaissance and intercontinental bombing installation. For the next nine years, airlift operations become secondary while the base served as home for SAC bombers such as the B-29, B-36, and eventually, the B-52. During this period, new hangers appeared, runways were added and widened, and permanent barracks and family living quarters were built. The base grew to its present size which encompasses 6,383 acres.

The Military Air Transport Service (MATs) resumed command of Travis AFB on 1 July 1958, after SAC’s new dispersal policy led to the transfer of the 14th Air Division to Beale AFB, California. The base became headquarters for the 1501st Air Transport Wing—1955; for MATS Western Transport Air Force

(later Twenty-Second Air Force)—1958; and the 60th Military Airlift Wing (later the 60th Airlift Wing, later the 60th Air Mobility Wing)—1966

The 60th replaced the 1501st as the host unit on Travis on 8 January 1966. The 349 MAW (USAF Reserve) joined with the 60th when it moved from Hamilton AFB, California, in 1969.

Travis became part of the Air Mobility Command on 1 June 1992, when assets from MAC and SAC were fused into a single team. AMC’s primary mission is mobility for America’s armed forces. Travis supports this capability by deploying air mobile forces anywhere in the world, and sustains them in a conflict. The base has become the largest in AMC in terms of aircraft and personnel. Both C-5 “Galaxy” and the KC-10 “Extender” aircraft are flown from the base. Further, during the past two fiscal years, a total of 6,918 transient aircraft have utilized Travis’ facilities.

With the addition of the KC-10 community, and with other force structure changes, Travis AFB’s construction budget for Fiscal Years 1995 through 2000 totalled over \$444.8 million. Facilities constructed during this period included a new Child Development Center, the largest Base Exchange in the Army and Air Force Exchange System.

Known as the “Gateway to the Pacific,” Travis handles more cargo and passenger traffic through its aerial port than any other military air terminal in the United States. Additionally, the base has a long and proud history of supporting humanitarian airlift at home and around the world.

Today, the Travis Team includes approximately 7,136 active military, 3,580 reservists, and 3,326 civilian personnel.

Travis Air Force Base

Then...



...and Now!



PART VIII

APPENDIX

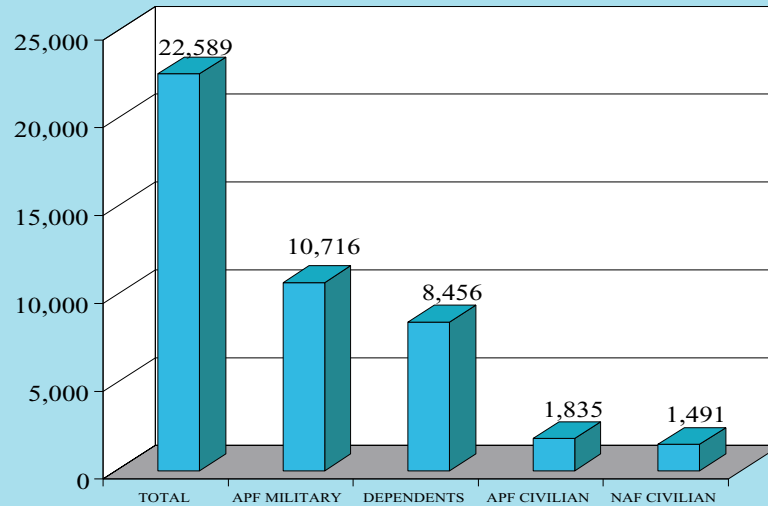


Rodeo 2000 Homecoming

AMERICA'S FIRST CHOICE



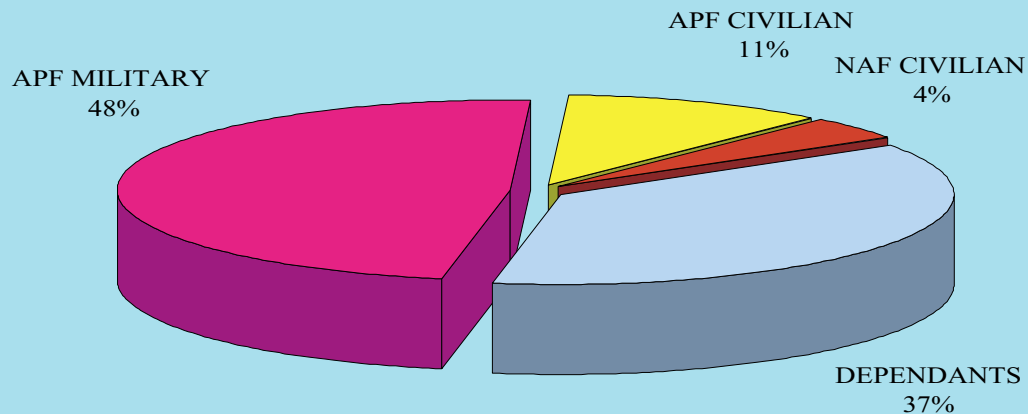
**PERSONNEL SUMMARY
TRAVIS AFB CA**



AMERICA'S FIRST CHOICE



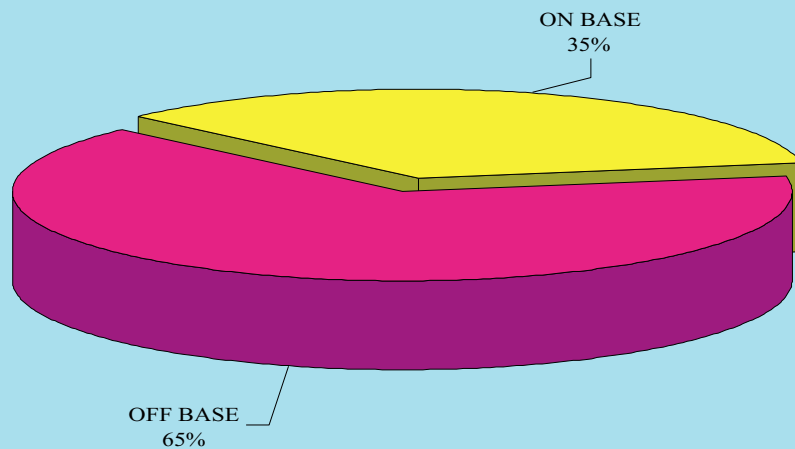
**PERSONNEL SUMMARY BY %
TRAVIS AFB CA**



AMERICA'S FIRST CHOICE



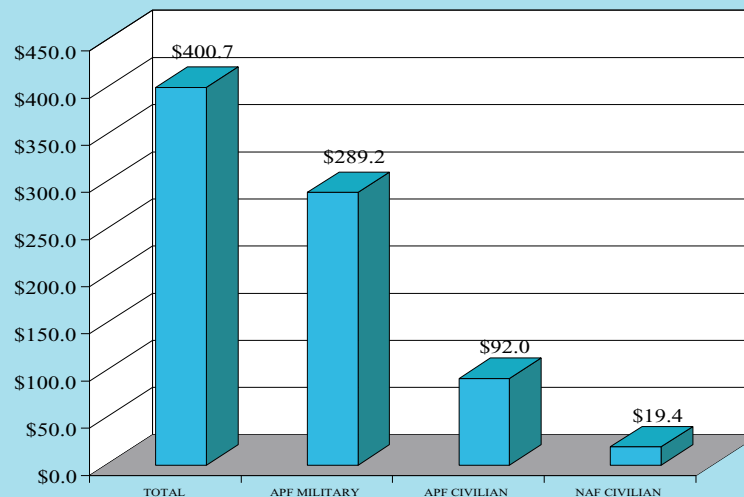
**% OF APPROPRIATED FUND MILITARY
PERSONNEL LIVING ON AND OFF BASE
TRAVIS AFB CA**



AMERICA'S FIRST CHOICE



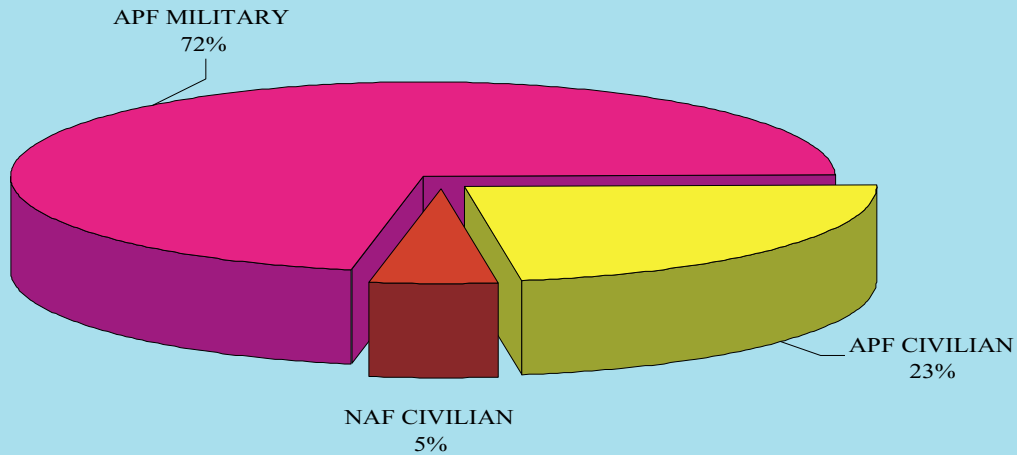
**ANNUAL PAYROLL SUMMARY (\$M)
TRAVIS AFB CA**



AMERICA'S FIRST CHOICE



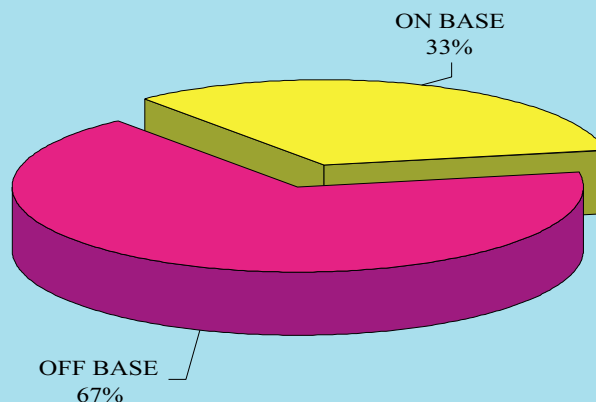
**ANNUAL PAYROLL SUMMARY BY %
TRAVIS AFB CA**



AMERICA'S FIRST CHOICE



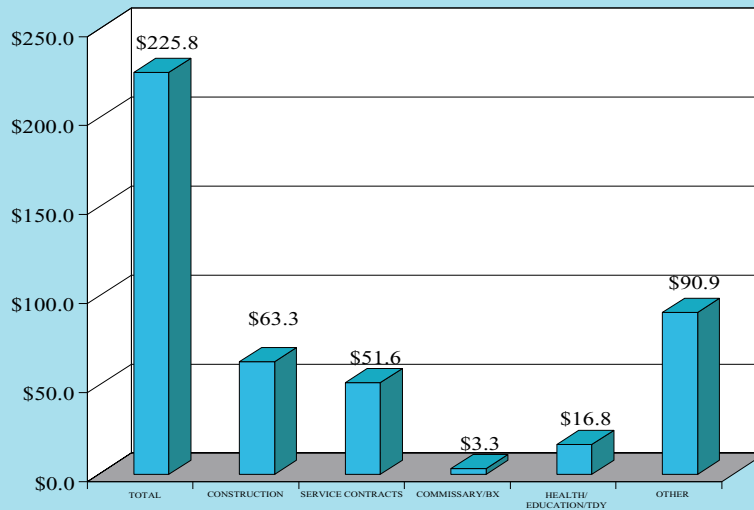
**% OF THE APPROPRIATED FUND MILITARY
PERSONNEL PAYROLL ATTRIBUTABLE TO
PERSONNEL LIVING ON AND OFF BASE
TRAVIS AFB CA**



AMERICA'S FIRST CHOICE



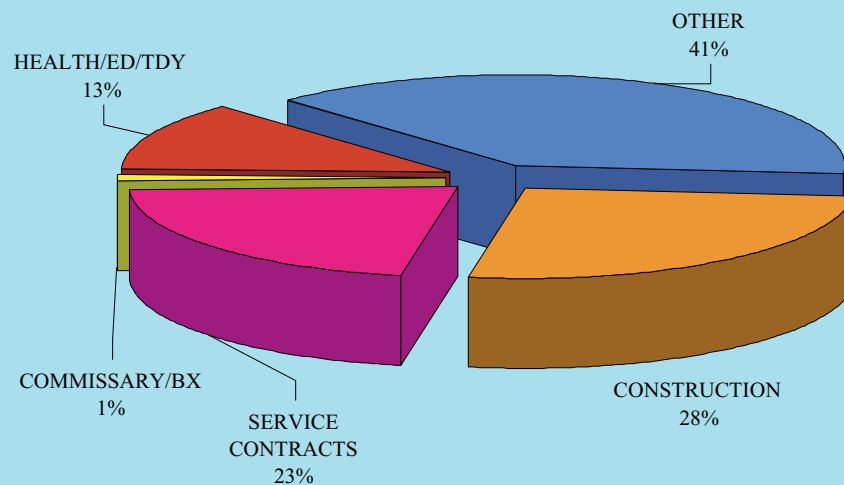
ANNUAL EXPENDITURE SUMMARY (\$M) TRAVIS AFB CA



AMERICA'S FIRST CHOICE



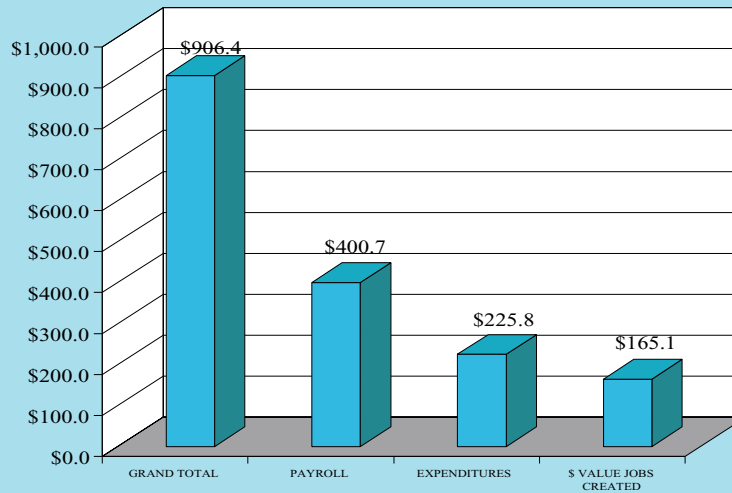
ANNUAL EXPENDITURE SUMMARY BY % TRAVIS AFB CA



AMERICA'S FIRST CHOICE



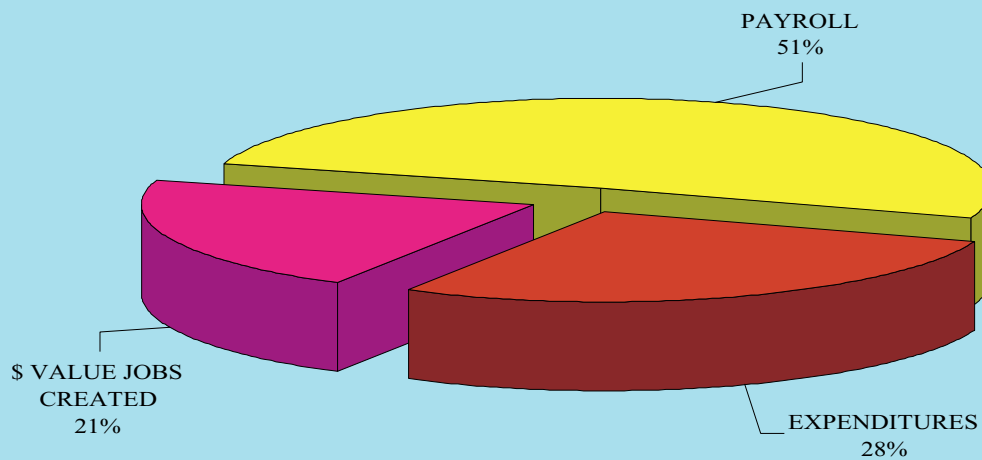
**TOTAL ANNUAL ECONOMIC IMPACT (\$M)
TRAVIS AFB CA**



AMERICA'S FIRST CHOICE



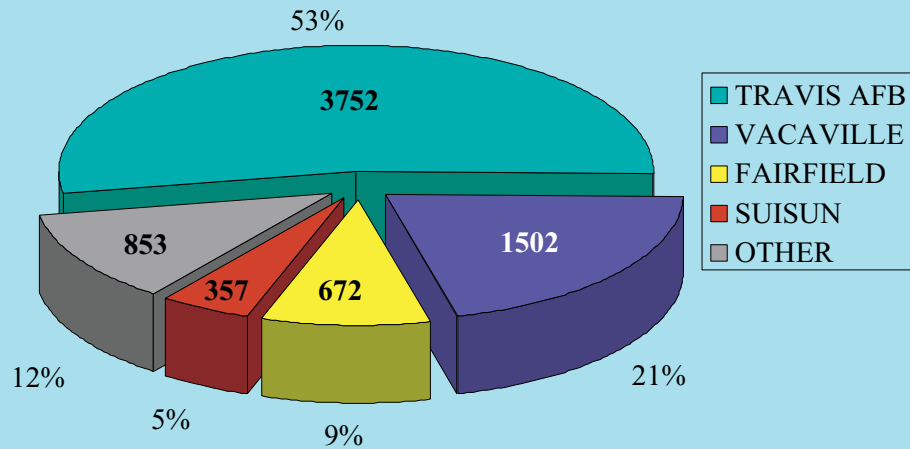
**TOTAL ANNUAL ECONOMIC IMPACT BY %
TRAVIS AFB CA**



AMERICA'S FIRST CHOICE



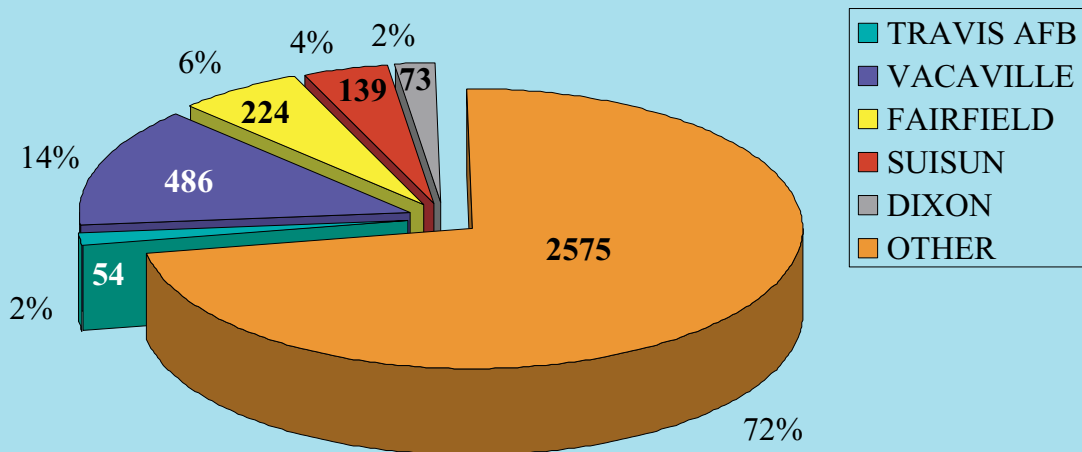
ACTIVE DUTY
TRAVIS AFB CA



AMERICA'S FIRST CHOICE



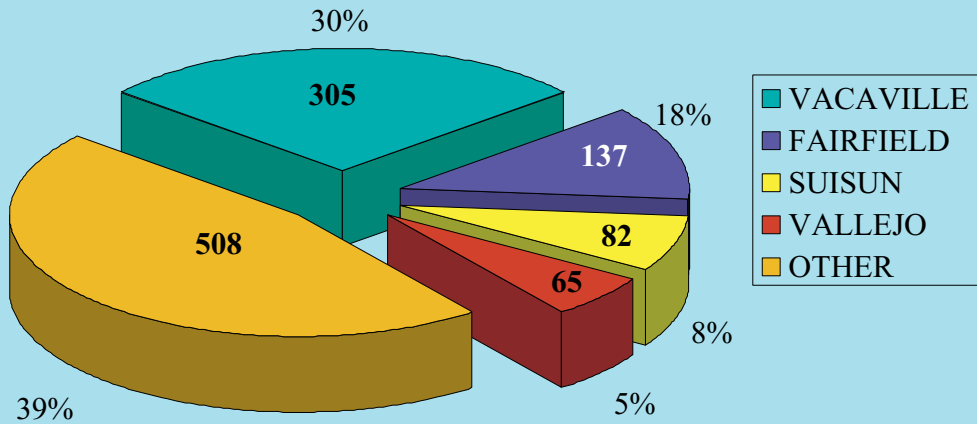
349th AMW RESERVE PERSONNEL
TRAVIS AFB CA



AMERICA'S FIRST CHOICE



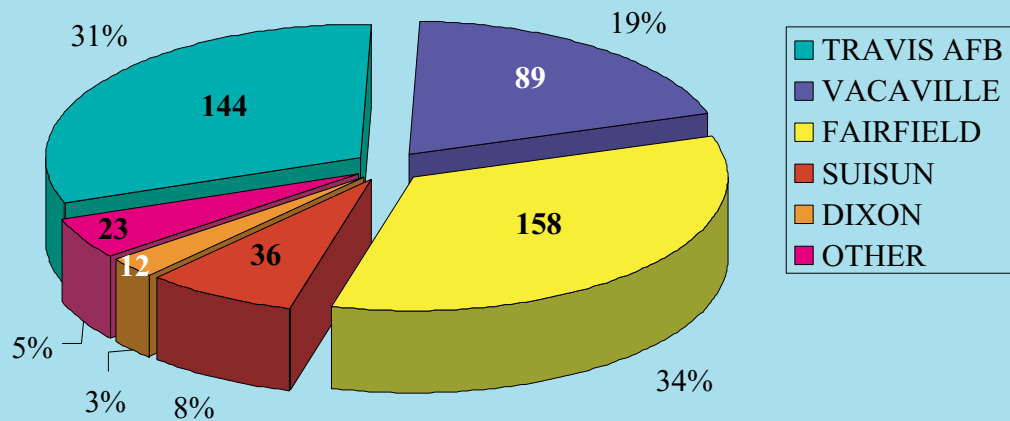
APF PERSONNEL
TRAVIS AFB CA



AMERICA'S FIRST CHOICE



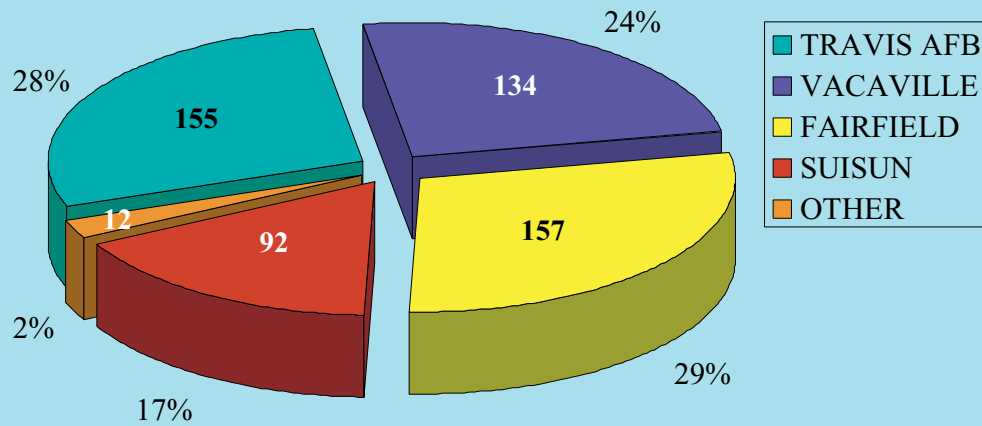
NAF PERSONNEL
TRAVIS AFB CA



AMERICA'S FIRST CHOICE



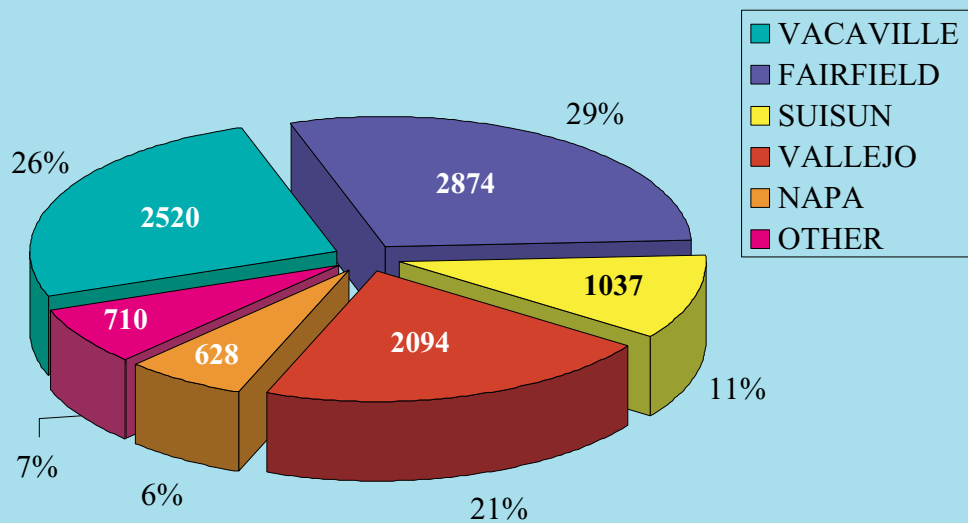
AAFES PERSONNEL TRAVIS AFB CA



AMERICA'S FIRST CHOICE



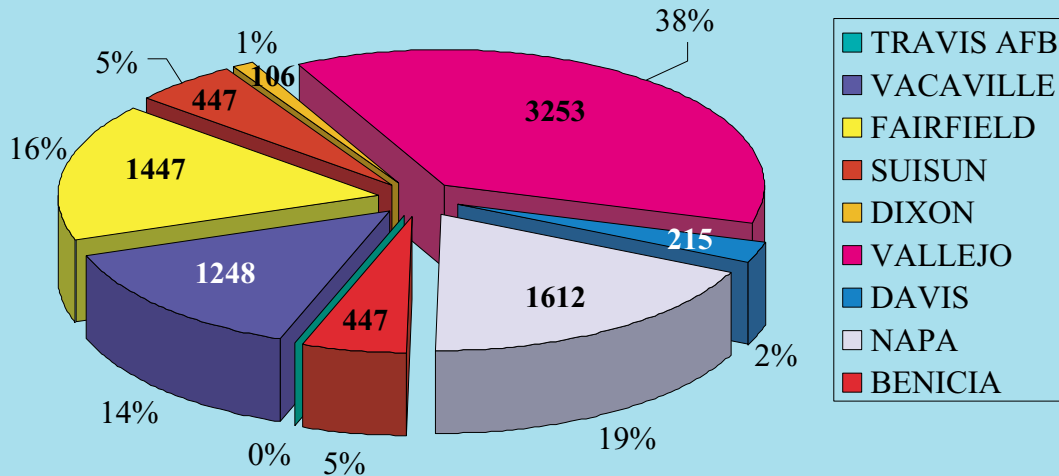
MILITARY PERSONNEL RETIRED TRAVIS AFB CA



AMERICA'S FIRST CHOICE



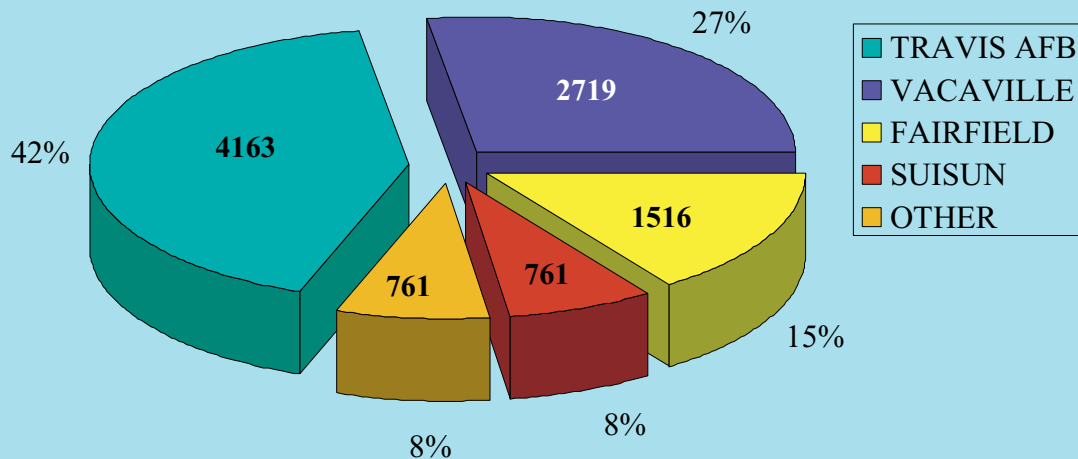
CIVILIAN RETIRED DOD/NON DOD TRAVIS AFB CA



AMERICA'S FIRST CHOICE



COMPOSITE PERSONNEL TRAVIS AFB CA



Vallejo



Rio Vista



Vacaville



Suisun



Benicia



Dixon



Fairfield

